

Coast Guard



June 2003

Military • Multimission • Maritime



SHIELD OF FREEDOM

The new look of Coast Guard recruiting

Easter Egg Roll



New School



Under the Sea

Heroes

The world's best Coast Guard

AIR STATION CAPE COD CREWS



The Cape Cod Chapter of the American Red Cross awarded medals to two Coast Guard Air Station Cape Cod crews at a Hero's Award breakfast in Hyannis, Mass., March 27.

The Red Cross Medical Provider Award was presented to Lt. Cmdr. William Timmons, Lt. John Mixson, and AMT2 Stephen Underwood for heroic actions that helped save the life of a newborn infant Dec. 6, 2002.

That night, they received a request from Boston's Children's Hospital to transport the infant in distress from Albany, N.Y., to Boston. The infant was suffering life-threatening respiratory distress and needed immediate treatment. Hospital staff members felt the infant could only survive six hours without treatment. At the time of the request, a fierce Nor'easter was creating blizzard conditions, and all commercial air ambulances were grounded.

Responding to the request, the crew first taxied their Jayhawk helicopter out to the runway in whiteout conditions with visibility of just a few feet. They flew first to Boston to pick up the

medical team and then to Albany. After picking up the infant, they flew in heavy turbulence to Boston's Logan Airport, where the infant was safely transferred by ambulance to a local children's hospital.

Throughout the 500-mile trip, the crew encountered gale force winds, heavy turbulence, icing conditions, low cloud ceilings, snow-covered runways, and extremely limited visibility. This crew demonstrated great skill and professionalism to save the infant's life.

As a result of a separate act of bravery, the Red Cross Sea Rescue Award was presented to Lt. Sean Cross, Lt. Jennifer Arko, AMT3 Trevor Yacopino and AST3 Jon Houlberg. On the night of Dec. 11, 2002, the tug Seawind was heading for the entrance to the Merrimac River in heavy seas when it lost control of the barge it was towing and collided with it. The tug immediately began taking on water, and the crew of five radioed a Mayday call and then abandoned the tug by jumping onto the barge.

Despite severe weather conditions, the aircrew safely avoided the hazards posed by the close proximity of the barge's crane and lowered the rescue basket and successfully carried out the rescue.

Despite high winds and seas, vessel motion, darkness, and the barge's crane, all five crewmembers on the Seawind were hoisted to safety. Moments after the last hoist, the heavy surf dashed the barge onto the beach.

If not for the skill, courage, and professionalism of the Coast Guard aircrew in the face of severe weather and difficult conditions, the crew of the Seawind may not have survived.

Story by Lt. John Mixson,
Air Station Cape Cod



RED CROSS PHOTO



Coast Guard

June 2003

U.S. Department of Homeland Security

Features

14 *Panning for gold in the fountain of youth*

By CWO Veronica Hartman, Coast Guard Recruiting Command

Coast Guard recruiting receives a new feel and look as it introduces its new campaign featuring the "Shield of Freedom" slogan.

22 *Old reliable*

By PA3 Anthony Juarez and PA3 Kurt Fredrickson, D13

The Coast Guard's four remaining 52-foot motor lifeboats continue to serve in the surf and prove that age is just a number.

28 *Getting a new look*

By PA3 Barry Lane, Pacarea

Recent graduating classes leave Training Center Petaluma and begin the official formation of several new and consolidated Coast Guard rates.

30 *Into the deep*

By PA1 Megan Casey, D1

MST1 William Hockensmith is one of only a handful of certified rebreather divers in the world, and he uses this unique skill to make a difference.



MST1 WILLIAM HOCKENSMITH, MARINE SAFETY FIELD OFFICE NEW CASTLE

MST1 William Hockensmith, a certified rebreather diver, swims along sealife, including a shark, during a recent dive in the Galapagos Islands

Page 34

President Bush talks with a group of Coast Guard chaplains who visited the White House May 8.

Page 10



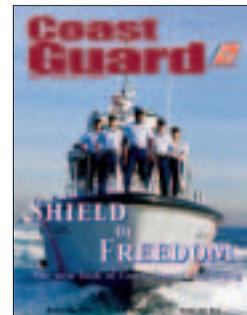
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Departments

8 *News Beat*

34 *Log book*

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www.uscg.mil/magazine



ON THE COVER

Coast Guard recruiting receives a new look, highlighted by the "Shield of Freedom."

PHOTO BY RECRUIT ADVERTISING



UP FRONT

FLYING BY

The Blue Angels fly above the CGC Aspen during Fleet Week activities in San Francisco.

PHOTO BY JOHN ADRAIN

UP FRONT







UP FRONT

KISS ME

PS3 Alex Austin from PSU 305 kisses his three-year old son Izik at Fort Eustis, Va. PSU 305 members returned to Fort Eustis May 7 after a nearly three-month deployment overseas in support of Operation Enduring Freedom.

PHOTO BY PA2 JOHN MASSON, LANTAREA



UP FRONT

PRAYER PARTNERS

President George W. Bush joins a group of Coast Guard chaplains in prayer on the South Steps of the White House May 8. The group, comprising 52 chaplains, visited the White House to pray for the nation and Bush.

PHOTO PROVIDED BY MANUEL BIADOG JR.,
TRAINING CENTER PETALUMA



CHAPLAINS MAKE UNPRECEDENTED VISIT TO WHITE HOUSE

CG chaplains meet President Bush



WASHINGTON D.C., May 8 — Fifty-two Coast Guard chaplains met with President George W. Bush during a historic visit to the White House South Lawn here today.

This was an unprecedented visit for the chaplains, and they were the largest group of military chaplains to ever visit the President of the United States.

During their meeting, Bush thanked them for their service to the nation and spoke to them about many issues including the fight against the enemies of freedom.

Chaplain of the Coast Guard Capt. Wilbur Douglass offered to pray with the president, and Bush accepted. The group then bowed their heads and embraced their Commander-in-Chief for a heartfelt prayer.

The experience left an impression on many of the chaplains.

Lt. Mark Tews, chaplain of Group Galveston, Texas, said, "I was absolutely dazzled by President Bush's easy and welcoming demeanor. Then to pray with him as we did, that meant more than mere words can describe."

Lt. Stephen Lee, chaplain of the Coast Guard Yard in Curtis Bay, Md., said, "To pray for our Commander-in-Chief and leaning forward to lay hands on our president says an awful lot about America and the love that unites us. The Coast Guard chaplains present that day represented the faith of America."

Story and photo by Lt. Cmdr. Manuel Biadog, Jr., TRACEN Petaluma



Top: President Bush poses with the Coast Guard chaplains on the steps of the White House south lawn.

Right: President Bush talks with Chaplain of the Coast Guard Capt. Wilbur Douglass during their meeting April 8.

Coast Guard

America's

Shield of Freedom

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Coast Guard families attend White House Easter Egg Roll

WASHINGTON D.C., April 21 — Military families, including those of the Coast Guard, participated in the annual White House Easter Egg Roll on the White House lawn here today.

Rolling eggs on the Monday after Easter was a tradition developed in the late 19th Century. The tradition was observed by many Washington families, including those of the president.

This year's event recognized active-duty and reserve military service members and their families from each of the services. Priority was given to family members of personnel who were forward deployed in support of Operation Iraqi Freedom and Operation Enduring Freedom.

Approximately 1,000 tickets were reserved for Coast Guard families from across the country. Coast Guard Mutual Assistance, the Coast Guard Foundation, and corporate sponsors AT&T and Walmart all contributed funds to help cover travel expenses for some of the participants.

Story compiled by G-IPA staff



Eight-year-old Kristi DeYoung, daughter of YNC Anne Priestman of the 1st District Maritime Homeland Security Branch, smiles for a picture in front of the White House during the Easter Egg Roll April 21.



DeYoung (center) joins other children on the White House lawn for an Easter Egg Roll.

WEBHOT!



<http://www.uscgboating.org>

With the summer months here, boating safety is more important than ever — for Coast Guard personnel and for those the Coast Guard serves.

The official Coast Guard Office of Boating Safety Web site is the best resource for boating safety information. This is the place to learn how to prevent accidents, injuries and fatalities while boating.



The site also offers safety tips, news, recalls, defects and laws and regulations.

In addition, viewers can learn how to get a free vessel safety check and learn how to take a boating safety course.

Under the FAQ link, boaters can find how to obtain commercial licenses, such as a Captain's License, and how to renew or transfer documents.

So, whether you're a BM who wants a great tool to educate your boating public, a recreational water-lover or a professional mariner, this Web site is for you!

Think your Web site is unique?
E-mail the URL to
jjzettles@comdt.uscg.mil



SPRINGTIME CHILL

COOK INLET, Alaska, May 2 — The CGC Alex Haley is seen underway in brash ice in Cook Inlet off the coast of Anchorage while conducting a Maritime Homeland Security Patrol. The Alex Haley will provide maritime security for Cook Inlet oil platforms and the Nikiski liquefied natural gas terminal in addition to the pipeline terminal in Valdez and patrolling Prince William Sound.

Photo by Mark Farmer, freelance photographer

Around the world, around the clock

The crew of the CGC Campbell seized an illegal catch from a New Bedford, Mass.-based fishing boat 8 nautical miles inside Georges Bank Seasonal Closure Area off the Boston coast May 6. The Campbell's boarding team found 36,000 pounds of fish, primarily haddock and cod, on the fishing vessel Endurance.

A multi-agency pollution response training event was conducted in the Juneau area May 13-15. The exercise was coordinated under the Preparedness for Response Exercise Program, which has established requirements for periodically exercising oil spill response contingency plans throughout the country.

In concert with the Bureau of Immigration and Customs Enforcement and the Drug Enforcement Administration, the Coast Guard seized 4,778 pounds of cocaine and detained three people from a go-fast vessel approximately 240 miles south of Acapulco, Mexico, March 20.



The Coast Guard awarded a contract totaling approximately \$130 million to Integrated Coast Guard Systems for the design and delivery of two Maritime Patrol Aircraft May 8. The aircraft would be the first of a multi-year, multi-aircraft acquisition in the Integrated Deepwater System's modernization program for the Coast Guard.

The crew of Air Station New Orleans received the Coast Guard Unit Commendation award May 1 for their multi-mission successes from July 5, 2000 to Feb. 28, 2002. They performed search and rescue, homeland security and marine environmental protection throughout the 8th District, which covers all or most of 26 states. The Air Station also achieved the milestone of saving more than 3,500 lives.

FY '03 By the numbers compiled May 20

Lives saved: 1,848
SAR cases: 17,336
Marijuana: 11,577 pounds
Cocaine: 73,323 pounds
Migrants: 3,589

Source: G-IPA-2

CG, Navy seize cocaine from 3 go-fasts



PAZ DANA WARR, PADET MAYPORT

QM3 Cameron Marlow from LEDET 402 assists in the offload of more than 11,000 pounds of cocaine at Naval Station Mayport April 24.

JACKSONVILLE, Fla., April 25 — The Coast Guard and Navy in the 7th District teamed up to seize cocaine from three-go fast boats in international waters west of the Panamanian and Columbian border since February.

Law Enforcement Detachment Teams 402 and 410 from Miami and the crews of the USS McNerney, and helicopter squadron HSL-48, Detachment 4, from Mayport, retrieved more than seven tons of cocaine from the go-fasts.

April 17: LEDET 402 and the crew of the McNerney seized 3,835 pounds of cocaine that was packed into a

speedboat traveling off the west coast of Colombia. The seized contraband, vessels and suspected smugglers were turned over to law enforcement officials to face possible prosecution.

March 28: The crew of the McNerney intercepted a second go-fast boat 300 miles west of Panama and observed crewmembers throwing cargo into the ocean. After a two-hour pursuit the go-fast's engine broke down and the six suspected drug smugglers were detained by LEDET 402. Shortly after the chase, the detached helicopter unit, HSL-48, Detachment 4, located 120 bales of cocaine weighing approximately 6,100 pounds.

Feb. 21: Members of LEDET 410 and the crew of the McNerney intercepted the third go-fast boat 65 miles west of Panama. The crew of the Navy helicopter crew tracked the vessel while the suspected drug smugglers jettisoned suspected contraband overboard.

Shortly afterward, LEDET 410 arrived to find the five suspected smugglers in the water next to their burning vessel. The go-fast was destroyed due to the fire and 96 bales of contraband weighing approximately 5,400 pounds were recovered from the water.

Both cases have been turned over to the U.S. Attorney's office in Tampa, Fla., for prosecution.

LEDETs are comprised of specially trained Coast Guardsmen who deploy aboard U.S. Naval, United Kingdom, and Dutch military ships to conduct counter narcotics patrols in the Caribbean and Eastern Pacific Ocean.

"Our partnership with the U.S. Navy and allied forces is critical to our continued success in protecting America and keeping it

safe, whether that be from the threat of illegal drugs or from the threat of terrorism," said Vice Adm. James Hull, Atlantic Area Commander. "The success of our LEDETs in making cocaine seizures this year is a clear sign of our ability to work hand-in-hand with the Navy in keeping illegal drugs from reaching our shores."

Since Oct. 1, 2002 Coast Guard units have seized more than 67,000 pounds of cocaine and more than 9,000 pounds of marijuana.

PADET Mayport

CG, Russian Federal Border Guard Service swap crews for at-sea exercises

CGC Chase trains with Russian crew



A crewman aboard the Russian ship Neva hoists a Russian Navy jack at the Coast Guard pier in Kodiak.



CGC Chase trains with the Russian ship Neva.

KODIAK, Alaska, April 14 — Crews from the CGC Chase and Russian Federal Border Guard Service vessel Neva each changed places Tuesday for several hours of at-sea training aboard the other service's vessel in the Aleutian Islands.

The Chase's small boat taxied engineering, operations and law enforcement teams between the ships to exchange professional information.

During the brief exchange, the Chase crew demonstrated how they determine when a foreign fishing vessel is in U.S. waters, how they prepare for an at-sea boarding of a fishing vessel, and how they conduct search-and-rescue. They then gave the visiting crew a tour of the cutter.

"This was a very important exchange for our crew and for the Russian crew," said Lt. Cmdr. Phil Thorne, of the Coast Guard's planning and policy office in Juneau. "These are the crews that'll be working together on the maritime boundary

line — conducting search and rescue and enforcing fisheries laws."

Story and photos by PA3 Sara Raymer, 17th Dist.



Rear Adm. James Underwood, 17th District commander and Russian Lt. Gen. Nikolai Lisinsky prepare to board the CGC Alex Haley in Kodiak April 12.



The Russian Federal Board Guard Service ship Neva prepares to moor in Kodiak after being at sea for more than a week.

27 Coast Guardsmen earn master's degrees



Cmdr. Peter Decloa from the Office of Aids to Navigation in the 1st District presents his master's degree project before the graduation.



The 26 Coast Guard graduates pose for a group shot at the Sea Crest Resort March 14.

FALMOUTH, Mass., March 14 — Twenty-six Coast Guard

men and women graduated at the Sea Crest Resort here today with Master's Degrees in quality systems management from the National Graduate School.

As part of the program, the students formed teams to identify problems and create new ways of doing Coast Guard business. They presented and defended their ideas and programs before the graduation ceremony.

Each idea was designed to save the Coast Guard money while allowing Coast Guardsmen to work more efficiently and effectively.

"Your efforts during this program have targeted essential business processes, and are projected to save the Coast Guard alone an estimated nine million dollars that can now be spent on higher priorities ... now THAT is good government!" said Rear Adm. Vivien Crea, 1st District Commander.

But such gains are not without their costs. The graduates attended night and weekend classes for a year. "It really blended well into my schedule; they really catered to us by having classes at the base," said Cmdr. William Krewsky, commanding officer of Naval Engineering Support Unit Boston. The students

paid almost \$7,000 each for tuition and books beyond the tuition assistance provided by the Coast Guard.

The students covered activity-based costing, which is a system for evaluating organizational activities from a fiscal perspective with an eye toward eliminating waste.

Benchmarking was another large focus of the course of instruction. Benchmarking involves, "copying procedures that other people have used that were successful," said Krewsky.

The course of study also included Six Sigma, a statistical approach to analyzing and eliminating waste in an organization. Students applied these various areas of study to their final research projects.

Student presentations touched areas as diverse as high interest vessel identification and foam buoy repair.

One group explored U.S./Canadian vessel boarding programs. Another focused on ensuring fleet readiness and tracking aviation maintenance errors.

"Once we get people started thinking this way, it's going to make a world of difference," said Lt. Cmdr. Lillian Maizer, who received the Dr. Jeremiah O'Connell Distinguished

Service Award for her work with the National Graduate School. Maizer identified the NGS Program and forged a partnership between NGS and the Coast Guard that allowed Coast Guard students to apply their learning to their workplace. "A day like this makes me proud to be in the Coast Guard," said Maizer.

The Distinguished Team Award went to the team headed by Krewsky. "Our success and the success of the teams here is based on the success of our internal (Coast Guard) team," he said.

Congressman William Delahunt and Rear Adm. Crea were also awarded honorary doctoral degrees for their contributions to the state of Massachusetts and the Coast Guard.

"It is a new world now and the Coast Guard will be treading a new course as you become the lead agency in the Department of Homeland Security," said Delahunt as he spoke to the graduates. Delahunt commented that his status as a former enlisted Coast Guardsman made him proud to stand on a stage and be recognized alongside Rear Adm. Crea.

Story and photos by PA3 Andrew Shinn, 1st Dist.

OLD RELIABLE

**The Coast Guard's four 52-footers
continue to serve in the surf.**

***Story and photos by PA3 Kurt Fredrickson
and PA3 Anthony Juarez , 13th Dist.***

For people on the Oregon and Washington coast who venture into the often-unforgiving waters of the Pacific Northwest, having a lifeline back to shore is essential.

During the winter months the seas and surf, driven by winter storms out of Alaska and the Sea of Japan, become even more treacherous. Under these conditions, local mariners in distress depend on the four remaining 52-foot motor lifeboats stationed across the Washington and Oregon coasts.

The Coast Guard maintains several different motor lifeboats and cutters capable of reaching mariners in distress. But the four 52-foot motor lifeboats still in service, Victory, Invincible II, Triumph II and Intrepid, have special features that have made them a valuable asset for more than 30 years.

The primary mission of the 52-foot motor lifeboat is search and rescue in extreme winter weather, according to BM1 Kyle Betts, Triumph crewmember from Station Cape Disappointment.

Betts added that when the weather is beyond the capabilities of the 47-foot motor lifeboat, and they need to respond to a mariner in distress, they use the 52.

For this reason, the 52 has been described as the relief pitcher to the 47-foot motor lifeboat, but it is in no way less valuable. It has many attributes that make it an exceptional foul weather SAR platform.

BMS Clint Stayhorn, Invincible crewmember from Station Grays Harbor, said the 52 can go a lot farther and tow much larger boats than the 47. He added, they conduct a lot of search and rescue for commercial crabbers, who are usually far off shore.

The ability to reach far offshore and bring those vessels home to safety is just one key factor that makes the 52 stand out.

With a range of 495 nautical miles, the 52 greatly surpasses the capabilities of the 47; which can go 200 nautical miles. Although the 47 has a maximum speed of approximately 25 knots, and the 52





PA3 ANTHONY JUAREZ

RIDING HIGH The 52-foot motor lifeboat Intrepid from Station Coos Bay, demonstrates its maneuverability in the waters off Charleston, Ore., Dec. 20.



maxes out at only 11 knots, speed is not the only issue during the winter months.

“Although the 47 is faster than the 52, in 20-foot seas speed means nothing,” Betts said. “During the wintertime’s big seas, there is really no advantage to the speed at all.”

The 52 is capable of handling seas up to 35 feet, surf of 25 feet and winds up to 60 knots.

“You could go beyond that a little bit,” Betts said about the 52’s limitations, “but it’s not what the boat can take, it’s what the crew can take. The boats will far outlast the crew.”

In comparison, the 47s are only capable of 30-foot seas, 20-foot surf and 50-knot winds.

Betts said if you’re towing something in 20-foot seas, you’re glad you’re on a 52 because it just handles it so much better, and it’s a much more stable platform.

Quickly available thrust and torque are sometimes a major advantage to the 52, Betts noted.

This was apparent during the Dec. 12 rescue of Robert and Doris Carpenter on their 65-foot sailboat

FIGHTING THE SURF *Left:* The Coast Guard 52-foot motor lifeboat Triumph II heads out to sea from Station Cape Disappointment, Wash., Feb. 13.

SAFE AND SOUND *Below:* A thankful Robert and Doris Carpenter pose aboard their sailboat Broken Hobbles after the 52-foot Intrepid crew rescued them during a winter storm off the coast of Cape Blanco, Ore., Dec. 12.

Broken Hobbles. The Carpenters were sailing to Hawaii for the holidays when a Pacific storm prevented them from continuing and sent them back to Winchester Bay, Ore. The Broken Hobbles was 30 miles southwest of Cape Blanco, Ore., and struggling in more storms when the Intrepid was called to assist them.

The six-person crew of the Intrepid faced 70-knot winds and 30 to 35-foot swells. Heavy sheets of wind came down, blinding the crew as the Intrepid battled its way through surf at a slow two knots.

Intrepid crewman BM2 Shaun Ross said it felt like they were going nowhere.

Two rescue helicopters reached the Broken Hobbles before the Intrepid and directed Robert Carpenter to steer towards the Intrepid.

After struggling forward, the Intrepid eventually reached the Broken Hobbles. The Carpenters were slowly making way under their own power, so the Intrepid’s surfmen decided to escort the sailboat. With darkness approaching, the waves and weather showed no sign of subsiding. However, the glow from the lights near Coos Bay could be seen on the horizon. The Intrepid escorted the sailboat about half a mile to the K buoy at the entrance to Coos Bay.

But the Intrepid crew knew the danger of entering the Coos Bay Inlet. Waves tend to break the hardest in the shallow area or bar of an inlet. Ocean currents, which travel hundreds of miles, collide with river currents. The force of these opposing currents, coupled with a coastal storm, pushes waves to extreme heights.



Still, the Intrepid crew had faith in their boat to withstand the intense conditions. They left the Broken Hobble for a short time to test the seas of the Coos Bay inlet. Two 47-foot motor lifeboats from Station Coos Bay ventured out to check the conditions as well.

Meanwhile, the Broken Hobble was running out of gas and getting hammered by the seas. The three Coast Guard boatcrews determined the inlet was too rough for the sailboat to enter and the Intrepid should take the Broken Hobble in tow.

The two 47s were having a difficult time withstanding the pounding seas, as well. However, the Intrepid's diesel engines were running with no problems and easily towed the battered sailboat.

The Intrepid kept the Broken Hobble in tow throughout the night. By the morning the storm passed and the skies cleared. The Intrepid towed the Broken Hobble into the Coos Bay inlet without any difficulties.

Doris Carpenter later commented that the Lord sent them the Coast Guard. She said, "He sent us those guardian angels!"

Of course, even guardian angels can use help sometimes, and the Intrepid's crew couldn't have done their job without the power, stability and durability of their 52-foot motor lifeboat.

Even though the 52s were built in the early 1960s, they have had a few changes to keep them up to par with modern technology.

"The 52 went through a service life extension program three years ago," said BMCN Curtis Mauck, boat forces manager for the 13th District. "The engineers said the boats would be maintainable for another 10 years. The 52 is a very narrow mission-oriented boat, but it's an invaluable search and rescue asset along the Washington and Oregon coasts."

Although the modifications made three years ago have rendered the boats more effective, future improvements are in the works.

"Presently, engine and transmission upgrades and crew comfort improvements are being planned for the near future," said Capt. Jeffrey Pettitt, 13th District chief of search and rescue.

Despite the changes that have and will be made to the four remaining 52s, no one is sure exactly how long they will be around.

"Coast Guard Headquarters eventually will look at a future boat replacement program for the 52s," said Mauck. "It will take five to seven years after the idea is submitted to when the replacement rolls out."

But until then the 52-foot motor lifeboats will continue to prove their worth through service.

Betts exclaimed, it would be sad if this type of vessel did go away because there is going to be that time where you're going to turn around and say, 'man, I wish we still had a 52, because we could really use it right now.' 

REUNION Below: The Coast Guard's four remaining 52-foot motor lifeboats, Invincible II, Intrepid, Triumph II and Victory get underway together for the first time since 1998 at Station Cape Disappointment, Wash., Feb. 13.





PA3 ANTHONY JUAREZ





SWIMMING WITH THE SHARKS

MST1 William Hockensmith, a certified rebreather diver, swims among sealife, including a shark, during one of his recent dives near the Galapagos Islands.

MST1 William Hockensmith is one of only a handful of certified rebreather divers in the world, and he uses this unique skill to make a difference by going ...

INTO THE DEEP

Story by PA1 Megan Casey, 1st Dist.

Have you ever bit your tongue when you see a person drop an empty potato chip bag on the ground, thinking to yourself "it doesn't matter, there's no way one person can make a difference anyhow?" Or, perhaps you've watched a television show on Discovery Channel about people dedicated to saving the rainforest, then changed the channel, thinking that you'd like to do something like that, but those people have years of scientific experience, and you don't.

One Coast Guardsman serves as an example of how one person can make a difference, and he does it in both his work and his off-duty activities.

"I think we're all custodians of the earth and trying to preserve what we have," said MST1 William Hockensmith from Marine Safety Field Office New Castle in New Hampshire, where he is part of a six-person team that performs vessel inspections and responds to pollution incidents.

During his off-duty hours, Hockensmith is one of a handful of certified rebreather divers in the world. The research collected on one of Hockensmith's recent dives resulted in the United Nations placing the whale shark on its international protected-species list.

"My first dive was at age sixteen, in a quarry in Maryland," Hockensmith explained as his eyes lit up, as they do whenever he talks about his passion for diving. "There's lots of science and math and physics.

It's a fun sport."

Although Hockensmith doesn't scuba dive as part of his job, he continued to scuba dive around the country after he joined the Coast Guard. While stationed in St. Croix, USVI, he became a certified master diver.

Hockensmith was attending a dive show in Boston in March 2002 when he learned of an opportunity to participate in a research dive in the Galapagos Islands.

"The Galapagos are one of the top ten places to dive, and you could contribute something as well," said Hockensmith, explaining his decision to take the trip.

However, he faced the challenge of getting qualified to use a rebreather — a diving apparatus designed to increase "bottom time," which is the amount of time a diver can spend underwater.

"I found out about the trip in March, and one month later, I was on my way to Turks and Caicos to get certified," said Hockensmith.

A rebreather is a large rectangle-shaped, self-contained breathing apparatus. It contains a filter that uses soda lime to scrub the CO2 from exhaled air, allowing divers to stay underwater for up to 3 hours. This allows divers to descend to greater depths than if they were using traditional "open circuit" scuba gear. Another advantage of a rebreather is that it produces no bubbles, which allows the diver to get closer to marine life.

"To get qualified, I spent 500 minutes, nearly eight and a half hours, on the bottom," said Hockensmith. "It's the latest technology, and only about 800 divers use this equipment."

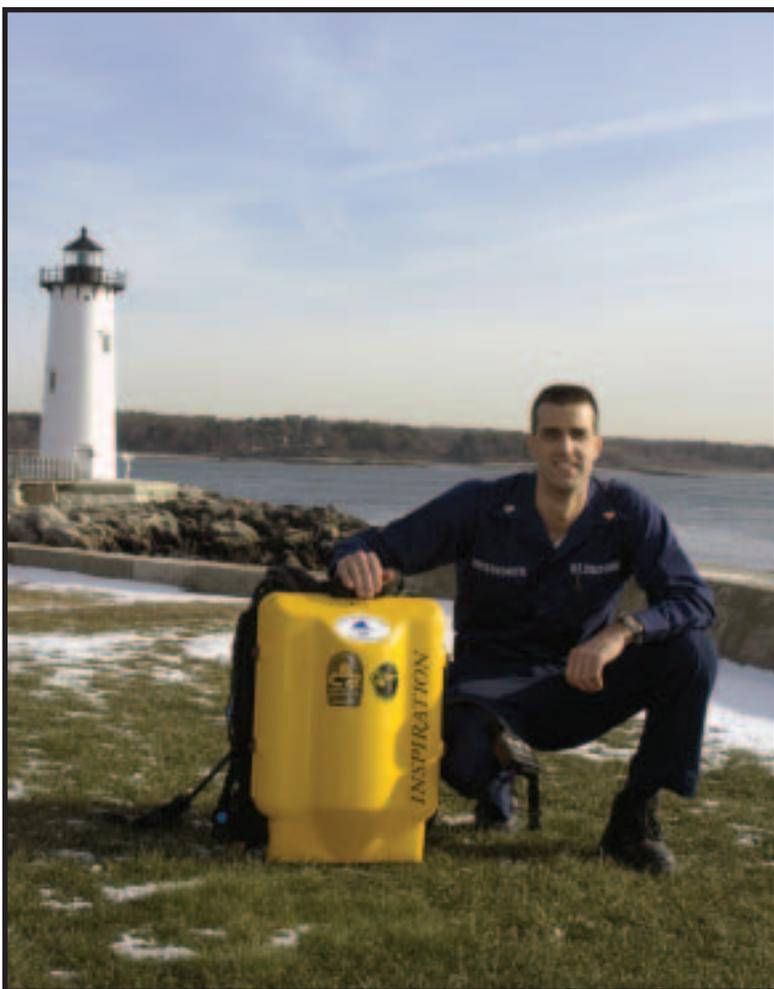
The latest technology doesn't come cheap. A rebreather costs \$6,000. Hockensmith also had to pay for the trip to Turks and Caicos, as well as the certification course, and the trip to the Galapagos. He doesn't seem to mind.

"It was such a great opportunity, it was worth it," he said.

In October, Hockensmith left the chilly New Hampshire coast and traveled to the Galapagos Islands, a remote island chain located off the coast of Ecuador. There, he met up with 23 other divers who would be his companions for the next six days.

"It was neat to meet all of these people from all over the world that came together for this one purpose," said Hockensmith.

The dive's purpose was to help collect research on the migratory patterns of whale sharks for the



PAT MEGAN CASEY, 1ST DIST.

TAKING A BREATH

MST1 William Hockensmith kneels next to a rebreather, which allows divers to stay underwater for longer periods of time and to descend to greater depths than traditional equipment would allow.



MST1 WILLIAM HOCKENSMITH, MARINE SAFETY FIELD OFFICE NEW CASTLE



MST1 WILLIAM HOCKENSMITH, MARINE SAFETY FIELD OFFICE NEW CASTLE

Shark Research Institute, a non-profit research organization that promotes the conservation of sharks.

"We observed their migratory patterns and tagged them. We also took pictures and video of them," said Hockensmith of the whale sharks, a plankton-eating species that can grow to be 60 feet long (about the size of a tractor trailer truck). "It made you feel really small."

Hockensmith and the other divers lived aboard a boat for the trip and began their dives early in the morning.

"We would be in the water at 6:30 a.m., spend an hour and a half on the bottom, surface, warm up a little, go back down for another hour and a half dive, eat lunch, change the soda lime in the filter, then do an afternoon dive," Hockensmith explained.

"It was amazing. All around you, there were turtles, hammerheads — it was one thing after another," he said, likening it to being at Seaworld for anyone that has never scuba dived before.

"The current was really challenging, so we let the sharks come to us instead of the other way around. They'd be even with us or overhead. On one trip, there'd be three or four encounters with different sharks," Hockensmith said.

Known as "gentle giants," the whale sharks didn't exhibit any of the behavior that many movie-goers associate with sharks after seeing "Jaws."

"They were more curious than anything else. There was enough food that they didn't need to eat the divers," said Hockensmith with a laugh.

Several weeks after the trip, one of Hockensmith's

UNDERWATER

During a recent dive trip in the Galapagos Islands, Hockensmith took time to take photographs of some of the sealife he saw. The research collected on Hockensmith's dives resulted in the United Nations placing the whale shark on its international protected-species list.

co-workers gave him a news article, complete

with a picture of a whale shark with a cartoon bubble saying "Thank you Bill!" The article detailed how the United Nations Convention on International Trade in Endangered Species had adopted a plan to regulate the fishing of the whale shark.

One of the lead researchers on Hockensmith's trip was Dr. Alex Antoniou of the Shark Research Institute, who testified at the conference. Antoniou used the research gathered on the dive in his testimony.

"This is the first step of our goal, which is to have a total ban on fishing for whale sharks," said Antoniou.

Antoniou believes that divers such as Hockensmith serve a very important part in achieving the institute's goals.

"First of all, they help us collect research, which is very important. Second, it demonstrates the value of the animal as an eco-tourism industry, which is a renewable resource," said Antoniou.

Hockensmith plans on going on another trip as soon as he can. Until then, he will be busy protecting the ocean through his duties in the Coast Guard.

"A lot of what we do here is pollution response and inspections (of commercial vessels). When we do our inspections, and the boat passes, it should mean (the boat) will be less harmful to the life I see on my off time," said Hockensmith, with conviction. 

100 years of history fly by

December 17th, 1903: The crew of the U.S. Life-Saving Service Station at Kill Devil Hills, N.C., helps two brothers from “away” drag a strange, ungainly contraption into its place on a long wooden skid. The rough sound of a two-cylinder engine rattles across the beach, the rope is cut, the weight falls, and 605 pounds of canvas, wire, struts and engine start down the skid, bearing a lone passenger. Just as the world’s first powered airplane takes off, Surfman John T. Daniels trips the shutter on a tripod-mounted camera and captures the moment for posterity. The age of flight is born.

December 17, 2003 marks the 100-year anniversary of the Wright Brothers’ first powered flights at the base of Kill Devil Hill on the Outer Banks of North Carolina. Among the many planned celebrations will be the unveiling of a new monument commemorating the century of achievements in aviation since 1903. This ‘Monument to a Century of Flight,’ spearheaded by Icarus International, Inc., a non-profit organization, will pay tribute to significant accomplishments and milestones in aviation history, beginning with that world changing flight in 1903. Few realize the significant role that the U. S. Life-Saving Service, a forerunner of our Coast Guard, played in the launching of that flight.

Included will be recognition of the Coast Guard’s rich aviation history, as well as the tremendous contributions to numerous U.S. coastal communities by the crews of U. S. Life-Saving Service stations and Coast Guard boat stations. Their heritage will be remembered

as part of the monument, as five surfmen provided critical assistance to the Wright Brothers before and during the historic flight of Dec. 17, 1903.

The Monument to a Century of Flight will consist of 14 wing-shaped stainless steel pylons ascending in height from 10 to 20 feet in an orbit of 120 feet, the distance traveled during the first flight. The flat faces of each pylon will showcase black granite panels engraved with language and images about 100 of the most significant events in aviation during the past century. A granite tablet at the base of each pylon will be

inscribed with artwork and language recognizing the sponsoring organization. Inside the orbit of pylons and surrounding the center bronze dome will be a courtyard of bricks engraved with the messages of sponsors around the world. The monument, to be located adjacent to the “Gateway to the Outer Banks” at the Aycock Brown Welcome Center in Kittyhawk, N.C., will be a

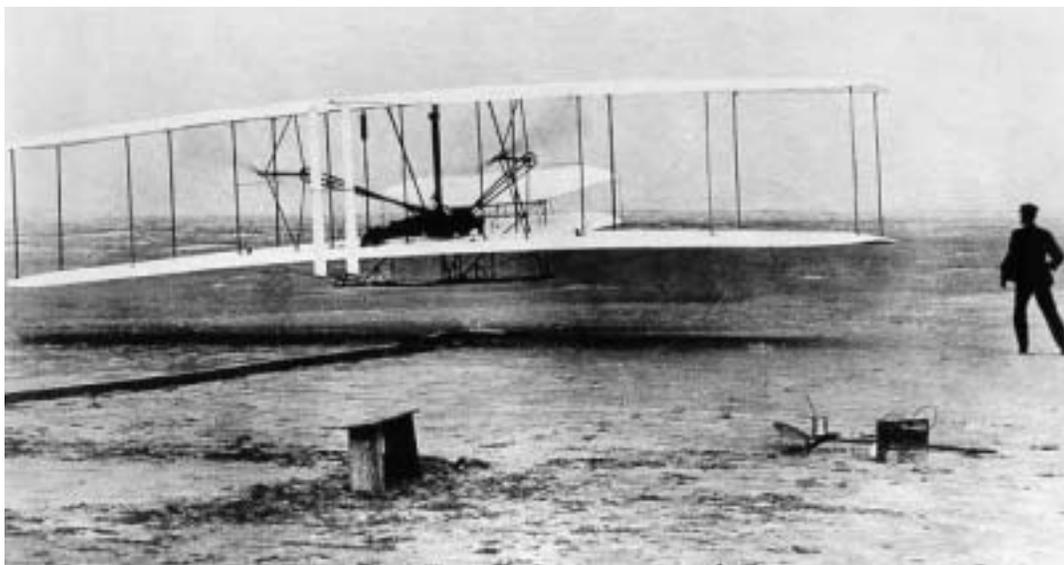


FUTURE LOOK
Proposed Century of Flight monument.

public park, accessible to all.

More information about the organization and the Century of Flight Monument is available at the web site icarusinternational.com.

This information is from a group of Coast Guard retirees headed by Vice Adm. Howie Thorsen and Rear Adm. Bob Johanson along with others working with The Foundation for Coast Guard History who want to see the Coast Guard recognized permanently in the commemoration of a century of flight.



HISTORY CAPTURED

The Wright biplane, piloted by Orville Wright, has just taken off from a monorail launching strip on a field at Kitty Hawk, N.C., Dec. 17, 1903. Wilbur Wright, running along the right side of the aircraft, held onto the wing to balance the machine until it left the monorail. This is the only photograph of the world’s first flight in a power-driven, heavier-than-air machine, which was invented by Wilbur and Orville Wright.

Old 8x10

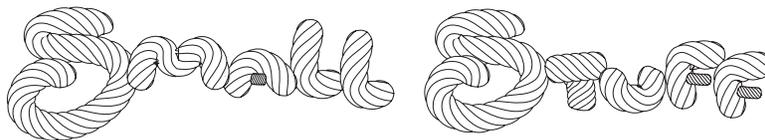


COAST GUARD FILE

Past Coast Guardsmen

The crew of the U.S. Life Saving Service Station at Kill Devil Hills in 1903: (left) Jesse Ward, William Beacham, unidentified crewman, John

Daniels, and W. S. Dough. Station Kill Devil Hills was built in 1878 and was eventually turned over to the General Services Administration in 1964.



Coast Guard and Veteran's Affairs team up

— The Coast Guard and the Veteran's Administration signed a Memorandum of Understanding to begin the "Benefits Delivery Discharge Program" demonstration project at Coast Guard Headquarters May 22.

This program allows separating or retiring service members the opportunity to have their service medical records assessed and rated by the Veterans Benefits Regional Office for eligible benefits and disabilities prior to separation of service, in lieu of the present process of waiting 10-12 months post separation or retirement from service.

The Benefits Delivery Discharge Program supports the Commandant's initiative "People" as a value-added benefit to our members.

Upon completion of the demonstration project, the program will be reviewed by the Veteran's Administration for further expansion throughout the Coast Guard. G-WKH-1

A brand new cutter — The CGC Hickory has joined the Coast Guard fleet!

The Hickory is the 12th new 225' WLB of the planned 16-ship WLB replacement fleet and is the seventh "B" Class buoy tender delivered.

The Hickory will depart Marinette March 26 and should arrive in its homeport of Homer, Alaska on June 25. The commissioning ceremony is tentatively planned for July 4 in Homer.

G-A

Annual Enlisted Essay Contest

— September 1 is the deadline for the annual Enlisted Essay Contest, sponsored by the Naval Institute and Booz Allen Hamilton. Don't miss this opportunity to make a difference for your service.

The contest is open to active, reserve, and retired enlisted personnel from any service and country. Essays may address any subject relevant to military service and winning essays are published in the February 2004 issue of Proceedings magazine. Maximum

length is 2,500 words.

Read the 2002 first-prize essay winner online in the February 2003 issue of Proceedings at www.usni.org/Proceedings/Articles/03/PROMurphy02.htm.

Enlisted Essay Contest Guidelines

- First Prize: \$1,500
- Second Prize: \$1,000
- Third Prize: \$500

Maximum Length: 2,500 words

Topic: Any subject relevant to military service.

Open to: active, reserve, and retired enlisted personnel from any service and country.

Deadline: September 1, 2003.

Go to www.navalinstitute.org for additional contest details.

Naval Institute

Purple Heart stamp — The U.S. Postal Service is issuing a new stamp honoring the nation's oldest military decoration — the Purple Heart. Pick up the new stamp at post offices nationwide beginning May 30. For more information go to www.usps.com.

VFW Washington Weekly, May 2

Shipmates

USCGC/USS Coos Bay: Former crew members will gather at the Sheraton Hotel in Braintree, Mass., Sept. 9 -12. For further information contact Harry Blakeman at 71 Shaw Ave. #J-1, Abington, Mass., 02351 or call (781) 878-0767.

USS Lowndes - APA 154: Seeking former crewmembers for the 15th annual reunion Oct. 2-5 in Biloxi, Miss. For further infor-

mation contact Bud Kautz at 34782 Hiawatha Trail, McHenry, Ill., 60050 or call (815) 344-6326 or e-mail REDLABELBUDDHA@aol.com

USS Plymouth Rock LSD 29 — Celebrating the 4th annual reunion June 5-7. Contact Harry Andersen at 2544 Chestnut St., Waukegan, Ill., 60087 or e-mail ANDYCPORETSNIPE@aol.com.

Enlisted mutual transfer

SWAP

SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submis-

sion as space allows. Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

Name	Unit	Desired Location	Phone
West Coast EM1 Clifton Heitz	Group North Bend	Any group, CEU or NESU in Northwest	(541) 756-9249



COAST GUARD FILE

Housing

Sixty Coast Guard Family Housing units, two, three, and four bedroom models in four-plex design, are located within short walking distance of the air station. Boat and RV storage is also available.

Facilities

The Air Station offers a morale facility complete with gym/cardio, tanning room, and multi-purpose club open to active duty, dependents, and retirees. Off base, a sports complex including a pool is free to Coast Guard members and their families. The on-base medical clinic supports active duty members, dependents and retirees.

Education

There are two elementary schools, one middle school and one high school. The University of Alaska operates a satellite campus with a variety of offerings in undergraduate studies. Sheldon Jackson College also offers undergraduate studies in a more traditional college campus setting.

Greetings from Air Station Sitka

Sitka is located in southeast Alaska. The town of Sitka boasts the fifth largest population in the state of Alaska at just under 9,000 citizens. The town is virtually mountain locked on one of the largest islands in the state and has 15 miles of paved road and is accessible from only air or sea. Although remote, it is a world class sportsman's destination with extensive fishing, hunting, hiking and camping opportunities. The protected inland waters also make it an ideal location for boating and kayaking. The town infrastructure supports the vast majority of the average person's needs and for those who require an occasional exposure to a higher density population the state capital, Juneau, is 20 minutes to the north by air or 12 hours by ferry.

Air Station Sitka's three HH-60J helicopters cover an area of responsibility that includes over 2,000 miles of coastal and inland waterways, high mountain terrain, and the fertile fishing grounds of the Gulf Of Alaska. The mission demands a departure from traditional offshore search and rescue to inland medevac, mountain rescue,

aids to navigation, and domestic fisheries. The homeland security focus centers on the 1.9 million cruise ship passengers who visit southeast Alaska via the inside passage every summer, as well as the extensive Alaska Marine Highway ferry system and limited water borne commerce.

During an average year, the men and women of Air Station Sitka respond to approximately 150 SAR cases, 50 percent of which are inland medevacs. They also provide logistic support for the co-located 17th District Aids to Navigation Team who are responsible for the maintenance of 75 aids in southeast Alaska. More than 150 sorties are dedicated annually to the enforcement of domestic and international fishery laws and treaties with equal emphasis now placed on the HLS mission.

Whether an operational mission, outdoor recreational activity or simple day-to-day life, Sitka's beautiful mountainous surroundings, vast ocean & inland waterways, and extreme weather will test your training, charge your emotions, and challenge your sense of adventure.

Cmdr. Karl Baldessari, Air Station Sitka

Check out Coast Guard career opportunities! Call 877-NOW USCG



HAPPY DAYS

President George W. Bush celebrates with Robert Whiteside, a graduating cadet, and Whiteside's father at the Coast Guard Academy's 122nd Commencement Exercise May 21.

PHOTO BY TELFAIR BROWN. G-IPA